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7.00 a.m.	to 8.00 a.m.	Every 15 minutes
8.00	to 9.30	" 10 "
9.30	to 11.00	" 15 "
11.30	to 12.45 p.m.	" 15 "
12.45 p.m.	to 1.15	" 15 "
1.15	to 2.15	" 15 "
2.15	to 3.00	" 15 "
3.00	to 8.00	" 10 "

**NIGHT CARS.**

8.50 p.m.	to 9.00 p.m.	Every 30 minutes
9.30 p.m.	to 11.30 p.m.	" 30 "
11.45 p.m.		

**SATURDAY.**

7.30 a.m.	to 10.30 a.m.	Every 15 minutes
10.30	to 11.00 a.m.	" 10 "
11.30	to 12.00 noon	" 15 "
12.00 noon	to 1.00 p.m.	" 10 "
1.00 p.m.	to 2.30	" 15 "
2.30	to 3.00	" 10 "
3.00	to 8.00	" 15 "
8.30	to 8.00	" 10 "

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TIME-TABLE.

On and after TUESDAY, SEPTEMBER 18TH, 1919, until further Notice.  
(All previous Time Tables cancelled.)

**DOWN TRAINS**

Stations	No. 3. A. Local.	No. 5. Through Express.	No. 7. Local.	No. 9. Through Express.	No. 11. Local.	No. 13. Through Express.	No. 15. Local.	No. 17. Through Express.	No. 19. Local.
CANTON (Tai Nin Tau)	dep.	7.20	8.30	9.30	10.30	11.30	12.30	1.30	2.30
SHIKU LUN	arr.	8.40	9.50	10.50	11.50	12.50	1.50	2.50	3.50
Shum Chun	dep.	7.25	8.35	9.35	10.35	11.35	12.35	1.35	2.35
Shinghai	dep.	7.30	8.40	9.40	10.40	11.40	12.40	1.40	2.40
Fanning	dep.	7.35	8.45	9.45	10.45	11.45	12.45	1.45	2.45
Taipei Market	dep.	7.40	8.50	9.50	10.50	11.50	12.50	1.50	2.50
Taipei	dep.	7.45	8.55	9.55	10.55	11.55	12.55	1.55	2.55
Shatin	dep.	7.50	9.00	10.00	11.00	12.00	1.00	2.00	3.00
Yau Ma Tei	dep.	7.55	9.05	10.05	11.05	12.05	1.05	2.05	3.05
Hing Shun	dep.	8.00	9.10	10.10	11.10	12.10	1.10	2.10	3.10
KOWLOON	arr.	8.10	9.20	10.20	11.20	12.20	1.20	2.20	3.20

**UP TRAINS**

Stations	No. 4. Local.	No. 6. Through Express.	No. 8. Local.	No. 10. Through Express.	No. 12. Local.	No. 14. Through Express.	No. 16. Local.	No. 18. Through Express.	No. 20. Local.
Last Ferry	dep.	8.20	9.30	10.30	11.30	12.30	1.30	2.30	3.30
KOWLOON	dep.	8.25	9.35	10.35	11.35	12.35	1.35	2.35	3.35
Hing Shun	dep.	8.30	9.40	10.40	11.40	12.40	1.40	2.40	3.40
Yau Ma Tei	dep.	8.35	9.45	10.45	11.45	12.45	1.45	2.45	3.45
Shatin	dep.	8.40	9.50	10.50	11.50	12.50	1.50	2.50	3.50
Taipei	dep.	8.45	9.55	10.55	11.55	12.55	1.55	2.55	3.55
Taipei Market	dep.	8.50	10.00	11.00	12.00	1.00	2.00	3.00	4.00
Fanning	dep.	8.55	10.05	11.05	12.05	1.05	2.05	3.05	4.05
Shinghai	dep.	9.00	10.10	11.10	12.10	1.10	2.10	3.10	4.10
Shum Chun	dep.	9.05	10.15	11.15	12.15	1.15	2.15	3.15	4.15
CANTON (Tai Nin Tau)	arr.	9.15	10.25	11.25	12.25	1.25	2.25	3.25	4.25

\* Will stop at Taipei and Shinghai for First-Class Passengers on Notice being given to the guard.

**NOTICE TO PASSENGERS.**  
The Railway Administration do not guarantee that the ferries mentioned in this table will connect with the trains as shown.

**SHA TAU KOK BRANCH.**

Fanning	dep.	8.50	10.00	11.00	12.00	1.00	2.00	3.00	4.00
Shataukok	arr.	9.45	10.55	11.55	12.55	1.55	2.55	3.55	4.55
Shataukok	dep.	7.05	10.20	1.05	5.00				
Fanning	arr.	8.00	11.15	2.00	5.55				

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## IMPRESSIONS OF HOME.

(BY A FORMER RESIDENT OF HONGKONG.)

LONDON, August 13th.

## LABOUR PROBLEMS.

Not a week seems to pass now without a strike in some important branch of industry. Following on the heels of the very serious strike of the Yorkshire coal-miners, which threatened at one time to paralyse the entire manufacturing industry of the country, we have witnessed an attempt to bring out on strike the entire Police Force of the country, and, at the same time, to induce a number of labour organisations, to strike in sympathy with the Police. This, happily, proved a miserable failure. Out of a total strength of 22,000 only a little over a thousand members of the Police Force responded to the appeal of the Executive of the Police Union. The members of the Police Force have no substantial grievances. The Government had generously, if tardily, rectified all legitimate grievances as regards pay, pensions and conditions of service generally, and, as one writer remarks, "the pay of the police must now make many a clerk and curate envious." Roughly, the new scale of pay is, for the ordinary constable, about treble the pre-war rate. The Government is proposing to set up an organisation by which the Police can represent their views to the authorities on all questions that affect their welfare, and among the police, any more than among the army, a traffic union of the ordinary kind will not be tolerated. It is an protest against this attitude that the Union Executive called the strike. Every police officer who withdrew himself from duty, automatically forfeited all pension rights and other benefits. No doubt the Executive of the Union advised the strikers that this was mere bluff and that the Government would not dare to maintain it; but the men have found that the Commissioner's notification meant what it said, and the vacancies in the force have already been filled by men who have served in the war in the army, navy or mercantile marine, a few strikes have been so ignominiously as this one. The city which suffered most from it was Liverpool, where 700 out of a total of 2,800 came out, and hooligans seized the opportunity for embarking on a campaign of loot, the damage suffered, before a sufficient military force could be brought to control the situation, being placed at £170,000.

In sympathy with this strike there was an unauthorised strike by drivers and firemen on the London and South-Western Railway and by motormen on the City and South London Electric Railway. As this occurred in the holiday week-end the dislocation of traffic, especially on the L. & S. W. line, caused serious inconvenience to the public while it lasted, but when the failure of the Police strike was realised, and when a revival was seen that the Labour Force in Parliament were unable to agree on the question of direct action, the policy of industrial strikes on purely political questions, and what is of still greater importance, the Executive Committee of the National Union of Railwaymen which met to discuss recommendations by branches in different parts of the country for a stoppage of work in support of the police, decided that they could not undertake any responsibility to support a strike in this matter, but urged all their members on strike to return to work immediately, the men went back to their engines and there was once more a normal railway service.

The strike among the bakers was for a wage of £4 for a 44-hour week. The attitude of the master bakers is that they want the Government to recognise the increase in the cost of production which has occurred since the price of bread was fixed at 9d. This increase, they say, represents 1d. on the 4lb loaf. They take the stand that they have borne these higher costs long enough, and that if they are going to agree to the demands of the men either they must get their flour cheaper, or the price of bread must go up. For the time being, it is pretty safe to conclude that the price of bread will go up. The Government has evidently come to the conclusion that it can do no more in the way of subsidies. To keep the quarter loaf down to ninepence is already costing the national exchequer £20,000,000 a year.

THE PREMIER'S "OPPORTUNIST PRODIGALITY." After the many arbitrations on industrial disputes that we have had since the Armistice, it would seem not reasonable to conclude that a general basis of Labour remuneration has now been established, which should form a guide to the settlement of all other Labour disputes, without resort to the dislocation of industry and trade at a time when 1:14 of the utmost importance that our industrial output should be maintained at its fullest capacity. But now come a bombshell from Lord Asquith, formerly Chief Industrial Commissioner of the Board of Trade, who has played, in his day, an important part in the settlement of many trade disputes. In a lengthy letter to the "Times," making a vehement attack on the Prime Minister in connection with the present industrial situation, Lord Asquith tells us that there are many other disputes, equally as big as the dispute of the miners, going on, or just coming on, and many far bigger disputes looming in the near future. He describes as "a veritable degradation of Government the spectacle of the Prime Minister coming back from acting as the representative of the greatest Empire known in history, at

conferences designed to settle the most awful war of all known wars and the whole future of the world, to sit surrounded by subordinate Ministers and high officials from many Departments in Downing Street, for the purpose of arranging the meaning of a report and the piecework rates of one of the Yorkshire coalfields." It is a striking picture which Lord Asquith sketches, but it would perhaps be better described as a loss of personal dignity than as a degradation of government, having regard to the whole of the circumstances. Here, however, is Lord Asquith's own summary of his accusations against the Prime Minister:

"I have accused the Prime Minister of opportunistic prodigality, with which principle he has induced the cabinet staff, surrounding himself and his Ministers, of interfering with good government in the country and particularly with the moral of the Civil Service; of entering into and supporting a systematic interference of the politician in industrial disputes, and thereby achieving the double result of fomenting trouble and degrading Government; and of promoting and condoning lavish waste and expenditure."

"A system of dolos and political bribery for the maintenance of personal power can never last."

"Let the Prime Minister tell the people the real situation and preach to them the necessity of economy and thrift, and above all, act upon it himself."

The indictment seems to have elicited singularly little support in the Press or elsewhere, and even the Prime Minister, who is generally ready at any moment to reply to his critics, took no advantage of the opportunities he has since had in the House of Commons to notice the indictment.

## READING FOR NATIONAL BANKRUPTCY.

The Chancellor of the Exchequer during the past week has told the House of Commons that the Budget position is distinctly and seriously less favourable than it was when he made his Budget statement. The forecast is not being realised, and "if we cannot increase production beyond what we are producing now we shall go to national bankruptcy." Mr. Chamberlain told the House that the Government are determined not merely that reckless waste shall be stopped, but that rigid economy shall be exercised. The Prime Minister, in the same debate, emphasised the necessity for a full appreciation of the perils of the position. The House of Commons, he insisted, has got to look at expenditure not merely from the point of view of cutting down, but from the point of view of not piling up. He alluded to a petition signed by 380 members of the House the previous evening asking the Government to spend between four and five millions on some proposal. "I have no doubt it is good. They are all good," said the Premier, raising a laugh, "but you have to consider what the nation can bear and choose between them."

This is not the first time by any means that members of the Government have uttered grave warnings of this character, but so far the public has seen little proof that either the Government or the House of Commons has been greatly concerned to reduce expenditure. The tendency has been rather the other way. Of course the cessation of hostilities and the subsequent demobilisation has sensibly reduced the expenditure on the Army and Navy, but civil charges are constantly growing. The Chancellor of the Exchequer recently told the country that the average daily national expenditure from the beginning of the financial year, April 1st, to July 30th, had been £14,442,000, but he added that the expenditure for the early part of the financial year was no guide as to the total expenditure for the year. What Mr. Chamberlain meant to convey by this remark was not very obvious, and his subsequent warnings rather suggest that he did not mean by it that a substantial reduction might be expected. Unless something is done to check the prodigality which still prevails, it is anticipated that in the next financial year Government subsidies alone will amount to a sum closely approaching the £200,000,000 of the estimated Budget on the eve of the war—that is to say £200,000,000. This year's estimates provide for £60,000,000 for payments under an agreement by which the railways were taken over and pre-war dividends guaranteed to shareholders; Canal compensation claims, a further £250,000; the Coal subsidy £24,000,000; keeping down the price of the quarter loaf to ninepence entails a subsidy from the Treasury this year amounting to £50,000,000. Then there is the out-of-work donation, which continues to November 24th, in the case of civilians, and for a year after demobilisation in the case of men who served in the fighting forces. That is estimated at £24,000,000 for the current year. Altogether the State subsidies to which the Government is already committed are estimated to amount this year to £171,000,000. Pensions form another big item. The Minister of Pensions, in submitting to Parliament an estimate of £73,000,000 a few days ago, explained that this expenditure covered only a portion of this year, and that for a full year—at least as long as the number of pensioners remains at or near the maximum—the rate will be about £93,000,000. The memorial to which the Prime Minister alluded in the speech to which I have already referred was one to increase the Pensions of Civil Servants who had retired. The Chancellor refused the request, but he was concerned to know whether the House of Commons would support him as the memorial was signed by half the members of the House and the member who brought it to him said that he believed he could have got it signed by the whole of them!

(Continued at foot of next column.)

## SOUTH CHINA COAL SUPPLY.

AUSTRALIA CHALLENGING JAPAN'S TRADE.

Unless the output of coal in Japan is greatly increased or the industrial situation in Japan is greatly modified, there is every reason to anticipate (says the U.S. Consul General at Hongkong) that Japan will lose its hold on the fuel trade of South China in the very near future. For a decade or more Japan has had about 70 per cent. of the entire coal trade of South China and North China, India-China having most of the remainder. The price of Japanese coal of ordinary grades is so high in Japan at the present time, however, that, in spite of the greatly reduced freight rates on coal for Hongkong and South China, Australian coal can cut under the Japanese quotations in this market, and is already taking a share of the business. Only the present lack of tonnage moving from Australia prevents Australian mines from taking the whole of the trade.

At the present time Japanese coal is being sold in Japan at higher rates than last year, quotations running at from 22 to 26 yen, or from \$11 to \$15 gold per ton, while Australian coal of the first quality—a far better fuel from every standpoint—can be had at Australian ports at from 15 to 16 shillings, or from £3.90 to £3.85 per ton.

Several cargoes of Australian coal have already come into the Hongkong market so far this year, and negotiations are now on for a large portion of the supply of the port. Were it not for the fact that the chief users of coal have contracts for Japanese coal, trade would be almost revolutionized at once. The increasingly easier situation from a freight standpoint renders the increased use of the Australian product inevitable. Australian coal is going into the Philippines in a similar manner, the best Wallend coal being landed there at about \$11 gold per ton, as compared with \$12.75 per ton for Japanese coal (c.o.b. Japan port).

There has been an increase in the imports of Kailan or North China coal into Hongkong during the current year over 1918 for similar reasons, but quality and all considered, Australia coal will take the market if present conditions continue.

## A JAPANESE TUNNEL.

GETTING POINTS FROM THE CHANNEL SCHEME.

A number of Japanese experts and workmen are shortly to visit Europe and America in order to acquaint themselves with the modern methods of tunnelling, prior to constructing a railway under the Shimonoeki Straits in substitution for the ferry service which now connects the railway system of Hsinshu and Kyushu. I understand that the Japanese Government railways have expressed a wish that their experts should have the opportunity of examining the plans and comprehensive reports drawn up for the proposed tunnel under the English Channel. It is regarded as probable that the aid of British experts will be sought for in determining the geological formation of the sea bed under the Straits which up to the present has not been found possible, thus rendering unavoidable some delay in arranging a definite plan of operations. The new line to be constructed will be seven miles long, one mile of it being completely under the sea, and its completion, which is expected in 1925, will permit of a through service between Tokyo and Kagoshima, a unification of the railway system and untold advantages to industry.—N.Y. Daily News.

Mr. Chamberlain has told the country that it need have no fear that the Government will rush into experimental courses such as nationalising everything in the hope of getting revenue. That is something to be thankful for when we bear in mind the reckless waste of money that so many Committees of Inquiry have recently revealed in connection with enterprises undertaken by the State during the war. There has been a veritable orgy of extravagance and it seems far yet from being at an end.

Drastic measures of retrenchment will not alone suffice for our salvation. At the bottom of the trouble is the even more important factor of the failure of our foreign trade to rise to expectations. The balance of imports indeed in the words of the Minister of Labour, is rising against us to an alarming degree. Before the war we exported between seventy and eighty million tons of coal a year, valued at that time at fifty millions sterling. It is officially regarded as doubtful whether we shall be able to export this year a quarter of the pre-war quantity. The diminution in the production of other important commodities is equally serious. Sir Robert Horne has stated the position in these pregnant sentences:

"Prior to the war the commodities we imported exceeded by many millions the value of the goods which even then we were able to export in return, but we made up the adverse balance by carrying the world's goods in our ships and by the interest due to us on securities which we owned abroad. Now our ships are fewer in number and the bulk of our securities has been sold in order to pay for munitions which we required during the war."

That is not all. We have incurred debt to the extent of over a thousand million sterling, and we have to pay the interest on that debt, and finally the principal itself. We can only do this by making and exporting sufficient manufactures. It is hardly necessary to add that talking alone will not achieve this object. We need in peace the national leadership and organisation that we had in the war, and the country now that it is beginning to realise the gravity of the economic and financial position, will look to the Government for an early pronouncement of a national policy and strong leadership.

## OUR OVERSEAS TRADE.

APPEAL TO PRIME MINISTER.

Mr. E. Manville, president of the Association of Chambers of Commerce, in forwarding to the Prime Minister, on behalf of the association, a letter addressed by the council to Sir Arthur Steel Maitland on his resignation from the Department of Overseas Trade, states:

You will readily believe that this association, composed as it is of a large section of the commercial and industrial community of the country, attaches the utmost importance to the development of the department dealing with overseas trade. We have had experience of the energy and ability which Sir Arthur Steel Maitland has exhibited in the organisation of the department up till the present time, and we believe that, had he received sufficient support from the other departments of State concerned, he would have brought his own into a satisfactory state of efficiency. We particularly wish to draw your attention to the fact, of which you are doubtless well aware, that his resignation was caused by his appreciation of the fact that unless his department received that adequate support, success could not be achieved, and, since we believe that there is no subject more important to the welfare of this country than the development of our overseas trade, we take this opportunity of impressing upon you our great disappointment at the continued lack of that Government support which is essential if this department is to be of service to the nation.

Further, we consider that it matters not who has been or may be appointed to succeed Sir Arthur Steel Maitland. No measure of real success can be hoped for until the Government departments concerned are entirely removed and replaced by more whole-hearted support. We earnestly hope that you will give our views consideration, and that we may receive from you some assurance that a better state of affairs will prevail in the future. This is the only way, we believe, to allay the alarm which is felt in commercial circles all over the country at the attitude hitherto adopted by the Government towards the future of our export trade.

## RUSH FOR OCEAN PASSAGES.

LINERS' WAITING LIST OF 100,000.

Inquiries made yesterday (says The Daily Express of August 25th.) revealed the fact that 100,000 people at least are awaiting steamship passages from England at the present moment.

Unfinished repatriation of troops, scarcity of ships, and the necessity of reconditioning ships for passenger trade after their surrender by the Government are given as some of the causes for this state of affairs.

Nor do things promise to grow better. All steamship companies report waiting lists of thousands who are anxious for passage. The Union-Castle Line alone has on its waiting list more than twelve thousand, some of whom have been on the waiting list between two and three years.

"The Government departments still control our vessels," said an official. "People who desire to go to the Colonies to foster British trade are given priority according to public and private necessity."

Thousands are desirous of getting to British East Africa. Adventurous men who will not wait have been signing on as firemen and deck hands in tramps in order to reach Port Said.

On the western ocean it is the same story. An official of the White Star Line, asked if it was a case of first come first served, explained, "No. If some one with business, important to the Empire or travelling to take up some essential appointment came along he would have priority over some one whose reason was less imperative. Joy-riders come last."

The suggestion that there is speculation in ocean passages, that people reserve passages and then sell them at a premium, is ridiculed in shipping circles. It was explained that no one can leave England without a passport, and the ticket is made out in the name of the holder of the passport. Therefore it is impossible for Tom Jones to sail on John Smith's ticket.

## VOLUNTEERS AND ACTIVE SERVICE.

JUDGMENT AGAINST THE M.S.V.R.

Judgments were delivered on September 16th, by Mr. W. Pryde (Magistrate) at

Klang Police Court, F.M.S., in the two

cases heard at Klang the previous week,

which are of great interest to members of

the Malay States Volunteer Rifles.

The first case was one in which Private Stephen Winthrop, M.S.V.R., appealed against the decision of his Commandant, Lieut.-Col. J. P. Swettenham, refusing to grant him his certificate of discharge.

In this case, in a written judgment, Mr. Pryde ruled that the M.S.V.R. are not on active service and that Private Winthrop should be struck off the muster-roll.

The second case was that of Private G. R. French, M.S.V.R., Klang, who appeared in answer to a charge of failing to attend a compulsory parade to which he had been summoned on May 23rd, there being a further charge of a similar nature in respect of June 27th.

In this case also the judgment went against the M.S.V.R. authorities. Mr. Pryde dismissing the charges against Private French on the ground that there was no proof that defendant was summoned to the parades.



TO THE EDITOR OF "THE HONGKONG  
DAILY PRESS."

## ST. JOSEPH'S ATTITUDE IN THE FOOTBALL LEAGUE.

This talented Little Company is opening at the Victoria Theatre to-night, and are assured of a full house. Their already extensive repertoire has been added to. Miss Zilla Weatherly is singing "Kisses," which is certain to become as popular as the now worn-out "Smiles." Miss Naida Stettin has several new songs and so, also, has her younger sister. Sometime next week the Company will present a new act entitled "Chin Chin Choo," written by Mr. Charles Weatherly. In this there are many topical allusions.

To-night's programme will be entirely new to Hongkong.

FUNERAL LAST EVENING.

The late Inspector Jamont was 49 years of age, twenty-two of which he had spent in the local Police Force. Previously he served with the Seaforth Highlanders in India. Loyal and enthusiastic in the discharge of his duties, he rose from constable to Inspector of the New Territories. He was, in fact, one of the best of the many policemen when the New Territories were taken over by the British. He was a very keen pedestrian, and it was a boast that he knew every inch of the New Territories. He was always good natured, and the Police Force looked to him as an excellent officer. One of the most important pieces of work he had done was the capture, in conjunction with the Chinese authorities, of a band of robbers who had pillaged a village and murdered a number of the inhabitants. He also effected the release of the Chinese who had been kidnapped by the band. He was further instrumental in arresting the murderers of "Paddy the Mary," a well-known Chinese seaman, and his daughter, who had been cruelly strangled to death. Of the three, three in number, escaped from the territory but he followed them and their arrest, and superintended their execution by the Chinese authorities.

## FINANCE CO., LTD.

**FORTHCOMING GYMKHANA.**

### ASSAULTS THE PROBLEM.

went round the town. He did not remember assaulting the man, though he knew he struck a ricksha coolie for violence.

### YESTERDAY'S (3:31) OP9

UNLAWFUL POSSESSION OF

44

At the Magistracy, yesterday, a Chinese was charged with being in unlawful possession of a revolver and 100 rounds of ammunition.

Mr. J. H. Gardiner, for the defendant, stated that his client had only just arrived from Batavia with his family the way to Swatow. The revolver and ammunition were not intended for use in Hongkong, but as a means of protection in Swatow owing to the internal dissensions there.

Mr. Smith fined defendant \$50.

*(continued)*

The Interpreter informed him that he was in Court. "Is that so?" he replied. "Then I think I will take a seat."

Stand up, your case is being held

## BIG HAUL OF OPIUM

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED

Inspector Kent said in that case would withdraw the charge against man. The reason why he arrested was because he was found on the and could not give a satisfactory

## SPECIAL PRICES

MELCATO (Chocolate Nougat)	in 1 lb. tins	1.20	per tin
KING GEORGE	.. 1 ..	1.20	..
.. ..	.. 1 ..	65	..
IMPERIAL	.. 1 ..	1.20	..
.. ..	.. 1 ..	65	..
TROPICAL (Hermetically Sealed)	.. 1 ..	1.00	..
CHOCOLATE BISCUITS (Bourneville Mixture)		90	..
CHOCOLATE JORDAN ALMONDS	.. 1 ..	1.10	..
.. ..	.. 1 ..	60	..
CHOCOLATE NEAPOLITANS in Pockets		30	per pk
DAILY MILK NEAPOLITANS		20	..
MILK CHOCOLATE		20	..

# LANE, CRAWFORD & CO.

Messrs. BREWER & CO.,  
(Sole Agents: Hongkong).

(H-1) 18-00000

UNIVERSAL IMPORT & EXPORT CO.

Office: Nos. 47 & 48, Connaught Road Central, Hongkong. Tel. Nos. 1333 & 1334.



TELEPHONE 348

# SHIRTS AND PYJAMAS

# WEAR

AND

**DYE**

**DYE**  
**GUARANTEED**

**GUARANTEED.**

New stock just received  
in SMART DESIGNS

TH STIFF TAFETTA FLANNEL

or SOFT  
ZEPHYR. OXFORD.

DOUBLE  
CUT

COFF.



## NEW ADVERTISEMENTS

## NOTICE.

OUR interest and responsibility in the Business hitherto carried on by us under the name and style of W. R. LUXLEY & CO., at Hongkong, Canton and London, has been acquired by J. A. RUSSELL & CO., KUALA LUMPUR, F.M.S. who have assumed all responsibility for the liabilities of the firm as existing on that date and properly contracted during the period from that date to the present date.

JOHN MONTGOMERY BEATTIE,  
ANDREW BEATTIE,  
MATTHEW POOLE BEATTIE.  
Hongkong, September 24th, 1919. [1296]

## NOTICE.

WE HAVE acquired the Business hitherto carried on by Messrs. W. R. LUXLEY & CO., at Hongkong, Canton and London, and shall continue to trade under the same firm name and style.

The Business having been taken over as a going concern as on the 1st April, 1919, the proper liabilities of the firm as on that date and those contracted since in carrying on the business are assumed by ourselves.

JOHN ARCHERD RUSSELL,  
DONALD OSCAR RUSSELL,  
ROBERT CECIL RUSSELL.  
Hongkong, September 24th, 1919. [1297]

## NOTICE TO CONSIGNEES.

S.S. "THONGWA"  
Arrived Hongkong on September 24th, 1919.  
From STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at wharves in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Goods not cleared within 3 days, including date of arrival, will be subject to rent.

No Fire Insurance will be effected by us in any case whatsoever.

Despatch packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godown.

MACKINNON, MACKENZIE & CO.,  
Agents.  
P. & O. S. N. CO.  
Hongkong, September 24th, 1919. [1298]

A. G. DA ROCHA.  
AUCTIONEER, SURVEYOR AND  
GENERAL BROKER.

Queen's Road Central, Telephone No. 2332.

FAVOURER with instructions from the Concerned, will sell by Public Auction, TO-DAY (THURSDAY), September 25th, 1919, at 2.15 P.M. at his Sales Room, HOUSEHOLD FURNITURE AND EFFECTS:

Wardrobes, Desks, Chairs, Chest of Drawers, Dressing Tables, Bookcases, Arm-chairs, Curio, Crockery and Glassware, Brass Ornaments, Vases, Pictures, Ice Boxes, Bedsteads, Clocks, Typewriters, Overmantels, Sideboards, Napkins, Tablecloths, Hat-stands and a long list of Sundries.

TERMS—Cash on Delivery.  
Hongkong, September 19th, 1919.

A. G. DA ROCHA.  
AUCTIONEER, SURVEYOR AND  
GENERAL BROKER.

Queen's Road Central, Telephone No. 2332.

FAVOURER with instructions from the Concerned, will sell by Public Auction, TO-DAY (THURSDAY), September 25th, 1919, at 2.30 P.M. at his Sales Room.

1 Grand Piano by Collard & Collard, London, in good condition.  
1 Homeo Duplex in good working order.  
1 Motor Cycle.  
Terms—Cash on Delivery.  
Hongkong, September 24th, 1919.

A. G. DA ROCHA.  
AUCTIONEER, SURVEYOR AND  
GENERAL BROKER.

Queen's Road Central, Telephone No. 2332.

FAVOURER with instructions from the Concerned, will sell by Public Auction, on SATURDAY, September 27th, 1919, at 1.30 P.M. at his Sales Room, Queen's Road Central (Old Post Office Building), EXCELLENT HOUSEHOLD FURNITURE

Comprising—  
Chesterfield Couch and Arm Chairs, Blackwood Furniture, Brass and Iron Bedsteads, Tables, Brussels Carpets and Rugs, Overmantels, Silk Tapestry, Covered Drawing Room Suite, Sofa, Easy Chairs, Occasional Tables, Extension Dining Table, Bevelled Mirror, Wardrobes, Pictures, Curtains, Bed Sheets, Crockery, Glassware, Ornaments, Cabinet, Teak Bookcase, Dinner Wagon, Dining Chairs, Silver Ware, Clocks, Marble-top Washstands, Cooking Stoves, Cutlery, Toilet Set, Electric boards and a long line of Sundries.

Catalogue will be issued.  
Terms—Cash on Delivery.  
Hongkong, September 24th, 1919. 248

## NEW ADVERTISEMENTS

## WANTED.

CLERK wanted immediately for Library of HONGKONG UNIVERSITY. Good knowledge of English and Typewriting essential. Apply in person to the Registrar. [1289]

## UNIVERSITY OF HONGKONG.

THE UNIVERSITY OF HONGKONG invites immediate applications for the posts of part-time Lecturers in the following subjects—  
Applied Mechanics (Lectures and Laboratory).  
(Geometrical Drawing, Strength of Materials, Iron and Steel, Machines, Structures, Drawing Office Work (Machines & Structures).  
Duties will commence on SEPTEMBER 29th, 1919.  
Full particulars can be obtained from the DEAN of the Faculty of Engineering. [1292]

## HONGKONG STOCK EXCHANGE.

IT IS HEREBY NOTIFIED for the information of those whom it may concern, that from this date, all dealings in the Shares of the SHELL TRANSPORT AND TRADING CO., LTD., LONDON, will be in "REGISTERED" or "BEAKER" scrip at sellers' option.

For the Committee of the Hongkong Stock Exchange,  
W. LOGAN,  
Secretary.  
Hongkong, September 23rd, 1919. [1290]

HONGKONG SUBSCRIPTION  
GRIFFIN'S SEASON  
1919/1920.

A MEETING of Members interested in the above will be held in the Jockey Club Rooms, "HONGKONG CLUB ANNEXE" on FRIDAY, SEPTEMBER 26th, at 5 P.M.  
By Order  
G. W. GEGG,  
Acting Clerk of the course.  
Hongkong, September 23rd, 1919. [1291]

G. R.  
SALE BY TENDER OF H.M.S.  
"VIRAGO"

TENDERS are invited for the purchase of the above-named Torpedo Boat Destroyer with Engines and Boilers, and various auxiliary machinery on board. The vessel is to be sold for breaking up only.

Particulars of the ship, conditions of sale, forms of tender and permits to inspect the ship, may be obtained on application to the undersigned. A deposit is required before forms of tender can be issued.

The vessel will be on view in the Naval Camber, Hongkong, between the hours of 10 A.M. and 4 P.M. from September 25th to October 2nd, inclusive, and Tenders must reach the Commodore's Office not later than 12 Noon on MONDAY, October 6th.

G. L. PLATT,  
Naval Store Officer.  
Hongkong, September 20th, 1919. [1283]

G. R.  
NOTICE.

ALL Persons, with the exception of persons of Chinese race, wishing to leave the Colony must have in their possession a VALID PASSPORT. Passengers not in possession of passports will not be allowed to leave the Colony.

All persons, with certain exceptions, who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE, 1918.

Forms of Registration, giving the particulars required, may be obtained at the G.P.O. and at all Police Stations.

The Penalty for non-compliance is a fine not exceeding \$50.

E. D. O. WOLFE,  
Captain Superintendent of Police.  
Hongkong, September 2nd, 1919. [40]

## S.S. "WAR PUFFIN."

THE Undersigned invite Tenders, in writing, for the purchase of this vessel which is ashore at Longstone Reef, near the mouth of the Moulmein River—Amherst—Burma. The vessel is in a favourable position for ship breaking operations. A copy of the Surveyor's report can be seen at the office of, and full particulars and terms obtained from, GILMAN & CO., LTD., Lloyd's Agents. [1283]

PALACE HOTEL, KOWLOON.  
Corner of Haiphong & Hankow Roads.  
Tel. K. 2.

TWO Minutes from Ferry and Railway station. This Hotel has just been completely renovated and refurnished is now up-to-date in every respect and under English Management.

## BAR AND BILLIARD ROOMS.

TERMS MODERATE.  
Special Arrangement for Families on Application to—  
J. H. O'BERRY,  
Proprietor.  
910

## FRANCH LESSONS

G. MOUNISON.  
18, ROBINSON HILL ROAD.  
[1291]

## INTIMATIONS

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE ORDINARY GENERAL MEETING of the above Company will be held at the Company's Office at Noon on SATURDAY, SEPTEMBER 27th, 1919.

THE TRANSFER BOOKS of the Company will be CLOSED from September 19th to 27th, both days inclusive.

DOUGLAS LAPRAIK & Co.,  
General Managers.  
Hongkong, September 11th, 1919. [1238]

## THE HONGKONG STEEL FOUNDRY COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE NINTH ORDINARY YEARLY MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Office, St. George's Building, Hongkong, on TUESDAY, SEPTEMBER 30th, 1919, at 11.30 A.M., for the purpose of presenting the report of the General Managers, and Statement of Accounts to 31st May, 1919.

THE TRANSFER BOOKS of the Company will be CLOSED from September 23rd to September 30th, 1919, both days inclusive.

GURDON & CO.,  
General Managers.  
Hongkong, September 16th, 1919. [1256]

## HONGKONG ST. ANDREWS SOCIETY.

THE ANNUAL GENERAL MEETING of the above SOCIETY will be held in the City Hall, on TUESDAY, SEPTEMBER 30th, 1919, at 3.30 P.M., for the purpose of receiving the Annual Report and Statement of Accounts for the year ending 31st August, of electing Officers-bearers for the ensuing year, etc.

P. TOD,  
Hon. Secretary.  
Hongkong, September 22nd, 1919. [1288]

## THE DAIRY FARM ICE AND COLD STORAGE CO., LTD.

## NOTICE TO SHAREHOLDERS.

THE TWENTY-THIRD ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS in the above Company will be held at the Company's Town Office, 2, Lower Albert Road, Hongkong, on SATURDAY, 11th day of OCTOBER, 1919, at 12.30 o'clock in the afternoon, for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1919.

THE TRANSFER BOOKS of the Company will be CLOSED from October 1st to 11th, 1919, both days inclusive.

By Order,  
M. MANUK,  
Secretary.  
Hongkong, September 22nd, 1919. [1222]

## THE CHINA LIGHT AND POWER COMPANY (1918), LIMITED.

NOTICE IS HEREBY GIVEN TO SHAREHOLDERS of the above-named Company that the TRANSFER BOOKS will be CLOSED from TUESDAY, SEPTEMBER 23rd, 1919, until TUESDAY, SEPTEMBER 30th, 1919, both days inclusive.

SHEWAN TOMES & Co.,  
General Managers,  
Hongkong, September 16th, 1919. [1262]

## THE HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the SHARE REGISTER and TRANSFER BOOKS of the Company will be CLOSED from October 1st, to 5th, both days inclusive.

Warrants for the Interim Dividend can be had at the Office of the Company, 2, Queen's Buildings, Hongkong, on and after the 7th October, 1919.

By Order of the Board,  
R. M. DYER,  
Chief Manager,  
Hongkong, September 22nd, 1919. [1281]

## FOR SALE

"MOUNT GOUGH" No. 131, THE PRAX, 6-Roomed House with Large Garden.  
Apply—  
LOXLEY & CO.,  
York Buildings.  
[1255]

## FOR SALE

FIVE-ROOMED HOUSE at the PRAX.  
Apply to—  
Messrs. HASTINGS & HASTINGS,  
Solicitors,  
No. 8, Des Voeux Road Central.  
[1229]

## TO LET

HALF SPACE OF STORE, may be used as Office at moderate rent. For terms etc.  
Apply—  
28, Ice House St.  
[1271]

## TO LET (UNFURNISHED).

NO. 16, "STOWFORD, No. 3," Bonham Road, in excellent condition.  
Address—  
Care of "Daily Press" Office  
[1229]

## INTIMATION



## MOSCATINE

(REGISTERED)

## THE ORIGINAL

## INSECT

## REPELLER

A few drops sprinkled on the hands, feet, nape of neck or about the room give absolute protection against

## MOSQUITOES,

## SANDBLIES

and other insects. Will not stain or injure the most delicate skin.

40c., 75c., \$2.00 per bottle.

## PREPARED ONLY BY

## A. S. WATSON &amp; CO., LIMITED.

## HONGKONG DISPENSARY,

TEL. 18

## BIRTHS.

GRAHAM REYNOLDS. "At Shameen, Canton, on September 23rd, to Dr. and Mrs. W. GRAHAM REYNOLDS, a son. [1204]

THURFIELD. "At 136, The 'Peak', on September 24th, to Mr. and Mrs. R. P. THURFIELD, a daughter. [1295]

HONGKONG OFFICE: 10A, DES VOUEX ROAD, C. LONDON OFFICE: 181, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, SEPTEMBER 25TH, 1919.

## "LOOKING BACKWARD."

In many respects the conditions now obtaining in Europe are similar to those which followed the Napoleonic wars. There is the same huge accumulation of debt, the same tendency to further extravagance, and the same military glamour urging the nations on to fresh adventures of a military character.

There is also the same exhaustion of resources in the matter of food supplies. Happily, in other respects there is a good deal of dissimilarity. In 1815 the battle for Parliamentary reform had yet to be fought and won. Popular representation hardly existed, and the workers had no power not even the power to form unions. At no time since the reign of CHARLES II. had the liberties of Englishmen fallen so low, and it is noteworthy, in view of conditions obtaining during the present war, that it was in destroying the tyranny of Napoleon that these liberties had been lost. By the treason and sedition bills of the time almost every form of agitation or political action was prohibited. In every port any able-bodied man ran the risk of being knocked down and impressed for the Navy, while the citizen who ventured to express his own thoughts and not those of the constituted authorities was in danger of being committed to gaol and languishing there, untried for years. The only part of London which had anything resembling popular representation was the borough of Westminster, and there the election scenes were more disgusting than edifying.

But if the elections were farces, the position of the member of Parliament who did not vote with the Government was little better, considered in the light of a representative of the people. The famous case of Sir FRANCIS BURNETT, who was committed to the Tower for publishing a speech he had made in the House of Commons in defence of a man who advertised a discussion of some point in Parliamentary procedure, is too well known to need repeating. Such happenings, we now feel, are impossible. Indeed, so much has the power of Parliament dwindled that there is every danger of running into the other extreme and under-rating an institution which, whatever its faults, has so often stood for liberty in the past. As for the material condition of the English of 1815, contemporary records show that it was in a much worse plight than it is in this year of grace. For one thing, there was an unexampled stagnation of trade, which threw a large mass of the population into the most abject poverty. A bad harvest made the misery worse. Whole parishes were deserted, and hunger-stricken people wandered about the country in search of work. Naturally this state of affairs led to unrest. There were hunger riots, and some of the wilder spirits of the time endeavoured to incite the people to more desperate courses. There was an absurd attack on the Tower, and the Regent had the windows of his coach broken as he was going to open Parliament. This was considered sufficient to warrant the suspension of the Habeas Corpus Act and the enactment of the "Gagging Acts," by which it was sought to put an end to all free speech. But the aims of the people, which were really for reforms that we can see now they were perfectly justified in claiming, were not to be disposed of so easily. Two years later came the famous "Peterloo," and an unexampled military coercion. The "Savage" Parliament, which sat for less than a month, distinguished itself by passing legislation which made writing and speaking on political questions nearly as dangerous as it was during the height of the Napoleonic wars. At that time a revolution seemed imminent. Civil war was freely spoken of, and yet before a few months had elapsed England had settled down to a period of ten years' social peace. This was brought about by a rapid improvement in trade. The country had weathered the storm, but it had taken five years of peace to do it, and during that period there had been further encroachments on liberty that had to be removed later during twenty stormy years. This, perhaps, is the most interesting portion of the history of those times for us at the present moment. That a difficult period must follow a great war is recognised by all, and the question is whether we can avoid the errors into which the statesmen of 1815-1820 fell. Present conditions should do much to reduce the period of recuperation. If there are to be bad times for five years it will be difficult to avoid crises, but if there are to be crises the lessons of a hundred years ago may well be studied. It was rather alarming to read the other day of tanks and machine-guns at Liverpool. To deal with a riot in the terms of a revolution was the common error of statesmen a hundred years ago, but happily in the present case the weapons of war seem not to have been used. As much of the trouble a century ago was due to prolonged adhesion to restrictions on trade deemed necessary in wartime, so to-day it might be well to consider whether over-cautionism is not being displayed in this matter. Again the elaborate and effusive expenditure of war time tends to extend itself into peacetime. It was, fourteen years after the Napoleonic wars, had ended before Britain could break the bad financial habits which war had engendered. As I can follow the loan each for the purpose of redeeming the old one and each entailing a loss to the Government, the financial tangle became so great that the country seemed to be on the verge of bankruptcy. Happily, we know more about political economy than they did a hundred years ago and there is a real appeal for retrenchment which no Government can resist. Peace, also, we must have, and the war has made it plain that if you prepare thoroughly enough for war you will get war, so that the way to ensure peace is to reduce armaments. The old watchword of the last century—"peace, retrenchment and reform"—is as applicable now in regard to its first two items as it was then, and as for the third there is yet plenty to be done.

Sir Charles Elliot left for Shanghai last week en route for London.

Mr. Leo Borgholt has been appointed U.S.A. Consul at Canton.

Twenty additional men have arrived from England to join the local Police Force.

Today and to-morrow being the Jewish New Year holidays, all the local Jewish business houses will be closed.

Five cases (2 deaths) of gastro-enteritis and 2 cases (2 deaths) of enteric fever were reported in the Colony on Tuesday.

Volunteer Long-service medals will be presented to-day to the Hon. Mr. E. D. C. Wolfe, Capt. Underwood, and Serat-Major Kynoch.

The Treasurer of the Society of St. Vincent de Paul acknowledges most thankfully the receipt of \$30 toward the fund of the Society from an anonymous donor.

The Hon. Thomas Sammons, U.S. Consul-General for Shanghai, has been appointed Consul-General at Melbourne, and will probably be leaving Shanghai early in November.

We are officially informed that intimation has been received from the War Office that the 2nd Battalion Wilts Regiment will be posted to Hongkong for duty, and will arrive shortly.

Arrangements are now completed for the tour through India and the Far East of the well-known English actress, Marie Tempest, in her repertoire of Tempest comedies. Her itinerary includes Hongkong.

Among the passengers on the *Imo* are Mr. W. R. Elliston, who will act as naval architect for Messrs. John I. Thornycroft & Co., Ltd., in the East, and Mr. S. Howard, who is an expert motor engineer from the same firm.

The Sinkiang members of Parliament have received a telegram from their Provincial Assembly that the Sinkiang public disapproves of the proposed appointment of General Lung Chih-kwang to deal with the Bolsheviks in the province.

The Peking-Mukden Railway has received a number of new locomotives and trucks, etc., from Great Britain. This rolling stock was brought out before the war and landed in Hongkong, where it remained owing to shortage of Tientsin-Hongkong freight.

It is reported that two more monitors of the insect class, like the *Bea* and the *Scorpio*, are due in China shortly. They are called the *Moth* and the *Manila*, and it is expected that after their arrival the warships of the *Woodcock* and *Woodlark* type will be withdrawn.

The *Peking Daily News* says that, as a preliminary step towards the unification of the national language, the Vice-Minister of Education has organized a Commission in the Ministry of Education to study the different dialects in the provinces as well as the measures to be devised to reduce them into a uniform tongue.

The *C. C. Post* reports that it is learned on reliable authority that the Minister of Agriculture and Commerce has recently vetoed a Sino-Japanese loan of \$10,000,000, for which public lands in Manchuria were to have been given as security. The Japanese represented the scheme as an agricultural development project, but as the funds would presumably have gone for political purposes and would practically have alienated the lands involved, the deal was not consummated.

The *N. C. Star* reports that two officers of the Kaiyuan battalion together with the Japanese Consul at Tientsin, near Mukden have called on Mr. E. W. Glass of the B. A. T. Co. at that place and tendered an apology for the assault made upon Mr. Glass by a Japanese soldier at Pa Mien Cheng on April 15th. The offending soldier has been severely punished, and the Commander of the Kaiyuan battalion has made an apology as well to the American Consul-General at Mukden.

The B.I. s.s. *Thongva*, now an Admiral's transport, arrived in Hongkong yesterday morning with a large number of men for Hongkong, including Messrs. Spiers, Hapley, Jack, Johnstone, Brown and Morley, who were called up under the Military Service Act. Major Hickling and Captain Oliver of the R.G.A., Mr. C. R. Ralston, and Mr. Myerck of Queen's College, were others who arrived on the *Thongva*. Mr. Weston, another Hongkong man called up for service, stopped at Singapore, whence he goes to Kuala Lumpur, where he becomes manager of the Robinson Piano Co. There are only three of the Hongkong contingent who have not yet returned—Mr. J. Redger, due on the *Khiva*; and Messrs. A. H. Crew and V. C. Labrum, who are taking a holiday at home.

Six Shanghai bowlers are expected to arrive in Hongkong on October 3rd for a match against a local team, to be played on the Kowloon Bowling Green Club rinks next day. The last inter-port match took place nearly a year ago, when a Hongkong team, composed of Messrs. Bond, Russell, Gerrard and Harvey, travelled to Shanghai and were beaten by the Northern Settlement. The Hongkong team, however, inflicted a defeat on Hankow. The team selected to play for Shanghai in the coming match are Messrs. J. C. Macdonnell (skip), A. A. Malcolm, A. W. McCallum and Arch Taylor. Messrs. F. L. Marshall, who will captain the team, and G. McMyrdo are also making the trip. The team is said to be thoroughly representative of Shanghai's bowling strength.



## CABLES.

LATEST CABLES.  
[THROUGH REUTER'S AGENCY.]

## BRITISH NAVY'S UNQUENCHABLE COURAGE.

## A HISTORIC FUNCTION AT PORTSMOUTH.

LONDON, September 23rd.  
A memorable function took place at the Portsmouth Town Hall, today, when a number of Admirals and representatives of the lower deck dined in neighbourly fashion at a great Naval reunion to celebrate peace.

The affair was entirely organised by the lower deck. Four hundred guests sat down.

There were present a scintillating galaxy of Admirals and Naval heroes, headed by Admiral Beatty, whose ear was pulled by the *Glynn*'s gun grow to the steps of the Town Hall, where a wonderful and picturesque welcome was accorded him.

Admiral Beatty headed the procession of guests amid the strains of "Rule Britannia," and sat next to a Petty Officer.

After dinner, a presentation was made to Admiral Beatty, who, responding to his health, referred to the comradeship in the Navy as one of the strongest units of its efficiency. Never had a great Navy such a difficult task, giving so little opportunity for honour and glory. The world did not yet know all the Navy's glorious deeds.

Admiral Beatty stirringly recalled some of the most brilliant exploits and most glowing acts of the war, in which their sinking comrades had shown courage which was utterly invincible.

In the era of economy which had now set in, reductions were inevitable, but he hoped they would carry with them justice, and still afford adequate assurance for our Overseas enterprises.

Admiral Beatty stated that the Navy's efficiency was never greater than today. He hoped it would be found possible to devise means by which the best brains from all ranks could be utilised for the highest positions. (Loud cheers.)

Referring to the unquenchable courage of the Navy, Admiral Beatty mentioned that when his squadron passed the remnants of the *Queen Mary* and the *Lusitania* in the Battle of Jutland, the survivors aboard those ships took off and waved their shirts and cheered.

## RECRUDESCENCE OF STRIKES AT HOME.

## SERIOUS OUTLOOK IN THE MIDLANDS.

LOONDON, September 23rd.  
As a result of the iron-founders' strike, the outlook in the Midlands is very black.

It is expected that 30,000 engineers in Leeds and 10,000 workers in Wolverhampton will be idle shortly.

The strike has spread to the Southampton shipyards.

## AMERICAN LABOUR UNREST.

## STEEL WORKERS ON STRIKE.

NEW YORK, September 22nd.  
A nation-wide strike of steel workers has begun.

A varying response is reported from the principal centres. Many mills continue to work with reduced staffs.

The Steel Workers' Secretary states that 234,000 have struck, of which 60,000 are in Chicago and 30,000 in Cleveland. The Companies claim that most of the strikers are not Americans.

The Unionist workers in the Bethlehem Steel Company are not participating, pending a conference with the Company. The United Mine Workers of Cleveland have decided not to strike sympathetically.

## GERMANY'S BREACH OF TREATY TERMS.

## MUCH DISCUSSED ARTICLE DECLARED NULL.

VERSAILLES, September 22nd.  
Herr Lersner, on behalf of Germany, signed the protocol declaring Article 10 of the German Constitution null.

## THE SITUATION AT FIUME.

## A JUGO-SLAV OUTRAGE.

ROME, September 23rd.  
The *Tempe's* Trieste correspondent says that a number of Jugo-Slavs threw a bomb on to a street in Fiume. One person was killed and several injured.

AN APPEAL FROM D'ANNUNZIO.  
The *Popolo Italiano* publishes an appeal from D'Annunzio to open a national subscription on behalf of Fiume.

## THE WAR ON BOLSHEVISM.

## GENERAL DENIKIN CAPTURES KURSK.

LONDON, September 22nd.  
The War Office states that General Denikin is apparently within 40 miles of Astrakhan.

A strong Bolshevik cavalry force, supported by armoured cars, has crossed the Khoper River 40 miles north east of the junction with the Don. Heavy fighting is proceeding.

The Don Army is progressing along the Valoukisk railway. They have taken 1,200 prisoners. They also captured five guns in the recent operations.

General Denikin has gained another great success in the capture of the important town of Kursk.

## KOLTCHAK RESIGNS TITLE OF CHIEF RULER.

LONDON, September 23rd.  
A Moscow telegram asserts that Admiral Koltchak has resigned the title of "Chief Ruler" in favour of General Denikin.

## KOLTCHAK AND DENIKIN.

The *Daily Chronicle*, in a leader, says that the time is ripening to adjust the relations between Admiral Koltchak and General Denikin. It is unreasonable for the Denikin Government, representing a large part of European Russia, to be subordinate to the Siberian Government.

## LITHUANIAN TROOPS NEARING DVINSK.

BRANK, September 23rd.  
The Lithuanian Press Bureau states that Lithuanian troops are within three kilometres of Dvinsk.

## LITHUANIA REFUSES TO NEGOTIATE.

Lithuania has refused to negotiate with the Bolsheviks, unless the Allies add Latvia and Estonia jointly negotiate.

## NEGOTIATIONS FOR AN ARMISTICE.

The *Daily News* correspondent in Paris states that General Etienne has arrived at Riga. It is reported that he will represent France in the negotiations for an armistice between the Baltic States and the Bolsheviks.

## HUNGARY.

## BRITISH TO OCCUPY TRANS-DANUBIA.

VIENNA, September 20th.  
The news that Trans-Danubian Hungary will be occupied by British troops has been received with enthusiasm at Budapest. There was a great pro-British demonstration at the opera last evening, when General Gorton received an ovation and the orchestra played "God Save the King."

The Premier, M. Friedrich, who was present, was biased.

## DALMATIA.

## AN ABORTIVE JUGO-SLAV COUP.

ROME, September 22nd.  
A semi-official statement says that the Yugo-Slavs' attempt to land on the Dalmatian Coast was frustrated by the Italian naval and military authorities, who adopted energetic measures.

## FRENCH TRADE PROBLEM.

## NECESSITY FOR IMPORTING RAW MATERIALS.

PARIS, September 22nd.  
A Havas message says:—  
The French trade problem remains acute. Prominent members of the Chamber of Commerce state that the interest of French manufacturers and traders is to import only machinery and raw materials that will enable them, in the near future, to export articles *de luxe*, which constitute the greater part of France's production.

## THE BULGARIAN TREATY.

## RELATIVE KINDNESS OF THE ALLIES.

PARIS, September 22nd.

A Havas message says:—  
The French papers generally point out that all the clauses of the Treaty of Peace with Bulgaria bear evidence of the relative kindness with which Bulgaria has been treated. Serbia, Greece and Rumania most probably will be dissatisfied that Bulgaria, which confesses that she is culpable and ready to make reparation, wants to get away from the war greater and more powerful than she was before 1914.

## THE PRINCE OF WALES.

## INTERESTING SPEECH AT VANCOUVER.

VANCOUVER, September 22nd.  
The Prince of Wales was given a great reception here today. The city was lavishly decorated.

Replying to the civic address, he referred to British Columbia as the western bulwark of the British Crown.

He was amazed how the splendid city of Vancouver had grown up in the last 30 years.

He paid a tribute to the brains and enterprise of the great men who had linked the Atlantic and the Pacific, in spite of the tremendous natural obstacles, by means of great trans-continental railways.

He hoped that British Columbia would always be one of the great bases of British sea-power.

He referred to Australia and New Zealand, which he was looking forward to visiting soon, and which were building up a pure British civilisation under Southern Cross.

He said that the services of the naval forces of the Dominions in the war were magnificent.

He recalled that the great battle east of Amiens, in August, 1918, which was the beginning of the victorious advance to Germany, was fought by Canadian, Australian and the old country's Divisions side by side, typifying the unity of the self-governing democracies of the Empire.

In this connection, he paid a tribute to the late General Botha, whose career was a marvellous tribute to the breadth of justice and generosity of the British cause.

He concluded by stating that he came to Canada as a Canadian, and was doing his best to become a Westerner.

He emphasised how strongly keen the young spirit of the West appealed to him. His next visit to Canada would be as soon as possible.

## THE FIRST MARNE VICTORY.

## MEMORABLE FUNCTION IN PARIS.

PARIS, September 22nd.  
A Havas message says:—  
There was a crowded attendance at the Trocadero in Paris, in celebration of the fifth anniversary of the first victory on the Marne. Amongst those present was General Manoufy, who received a tremendous ovation. The Minister of Marine made a speech.

## FRANCO-BELGIAN RELATIONS.

## GOOD WORK OF THE SUPREME ECONOMIC COUNCIL.

PARIS, September 22nd.

A Havas message says:—  
The French Minister of Industrial Reconstitution said that good work had been done at Brussels by the Supreme Economic Council.

Franco-Belgian economic relations would now become closer than ever. France wishing to reserve a regime of preference for Belgium, the port of Antwerp has a great interest for the French.

Although the export of minerals has been prohibited, France wants to make an exception in favour of Belgium.

## THE SILVER MARKET.

LONDON, September 23rd.  
The silver market is steady.

LONDON, September 22nd.  
Silver is quoted at 62½d. spot and 61½d. forward. The market is firm.

## FAR EASTERN CABLE NEWS.

[FROM OUR OWN CORRESPONDENT.]

## CHINA AND EXTRA-TERRITORIALITY.

PEKING, September 21st.  
China's reply to the Czech-Slovakian inquiries regarding treaty arrangements has aroused considerable dissatisfaction among the smaller nations.

China proposes to refuse extra-territoriality to those nations, including Germany and Austria, and, at the same time, to restrict the operations of their nationals to the Treaty Ports. Previously it was understood that China would offer attractive terms to such nations, including facilities for trade throughout China. The Government has replied that other treaties arranged would follow the precedent of the Cuban Treaty.

## THE PREMIERSHIP.

Kang Hsi-chun has tendered his resignation, which, it is believed, the President will accept. Chin Yung-ping, the Minister for War, is regarded as his successor. While he is believed to be clean-handed, the appointment of a militarist to the Premiership will further antagonise the South.

[THROUGH REUTER'S AGENCY.]

## GERMANO-JAPANESE SECRET TREATY DENIED.

PARIS, September 22nd.

A Havas message says:—  
An important German paper, the *Politische Nachrichten*, denies the assertion that a secret treaty has been concluded between Germany and Japan.

## CANTON NEWS.

SEPTEMBER 24th.

THE MILITARY GOVERNMENT.  
The change of the Military Government to a "real Government" is declared to be impending. The Canton Parliament is to be re-opened next week, as a quorum is now available. The M.P.s will discuss a Bill formulating the changes which it is intended to make. A Generalissimo is to be elected to take up the Presidential duties as the head of the new Government.

The Military Government has telegraphed to the Premier in Peking that unless the appointment of Wong Yap-tong, as chief of the Northern peace envoys, is cancelled, the Shanghai Conference will not be resumed as the Southern efforts have been ordered not to negotiate with Wong.

A special military meeting is to be held in the Military Government Chamber on Saturday to decide whether it is better to declare war on or to conclude peace with the Peking Government.

Shanghai reports state that Wong Yap-tong has visited many prominent Southern leaders such as Dr. Sun Yat-sen and Tong Shiu-yi and requested them to assist in the resumption of the Shanghai Conference. Wong seems to have failed to persuade the South to resume the conference and is about to return to Peking.

THE ANTI-JAPANESE MOVEMENT.  
The authorities have strictly ordered the students not to interfere with the importation of Japanese goods, or they will be severely punished. The Superintendent of Police has sent forces to the wharves to arrest any who interfere with the importation of foreign goods.

It is reported that Commander Li Lieh-kwan has given orders to his forces on the North borders to prepare for an attack on Kiangsi, as soon as the peace negotiations in Shanghai are broken off. Yunnanese troops are to be sent in increasingly large numbers in Nanking and other towns on the North borders.

More than 1,000 of Lam-fu's troops suddenly came to Canton in a number of junks, from Shiang yesterday. Large quantities of ammunition were loaded into the junks.

## FELIXSTOWE AND VON BISSING.

A deputation, headed by the chairman of the District Council called on Baron von Bissing on August 13th, at Felixstowe by appointment. Naturalisation papers were produced by him, and he gave information about himself the points of which have already been published. The deputation pointed out that nothing he could say would alter public opinion. An informal meeting, not connected with the Council, was held afterwards outside the house. A deputy who was admitted to interview Von Bissing told him that his presence in Felixstowe was fomenting trouble, and unless he left the town within seven days something might happen.

## GREAT PORT IN CHINA TO RIVAL NEW YORK.

## DR. SUN'S AMBITIOUS SCHEME.

Dr. Sun Yat-sen has written an article on progress in China, with plans for "international development of the Chungking Republic." The programme he proposes is to be conducted by foreign experts, who will undertake the training of Chinese assistants to take their places in the future. Dr. Sun Yat-sen advocates:—

1. The construction of a great northern port on the Gulf of Pechili.

2. The building of a system of railways from the great northern port to the north-western extremity of China.

3. The colonization of Mongolia and Sinkiang (Chinese Turkestan).

4. The construction of canals to connect the inland waterway systems of north and central China with the great northern port.

5. The development of the iron and coal fields in Shanai and the construction of an iron and steel works.

These five projects will be worked out as one programme, for each of them will assist and accelerate the development of the others. The great northern port will serve as a base of operation of this International Development Scheme, as well as a connecting link of transportation and communication between China and the outer world. The other four projects will be centred around it.

A PAYING CONCERN.

The great northern port is to be a deep-water and ice-free harbour, midway between Taku and Chinwantao, connected by canal with the inland waterways of north and central China. Dr. Sun thinks it would be a paying concern from the very beginning, owing to its situation at the centre of the great salt industry, and from the fact that the Kailash railway is in the immediate neighbourhood.

"My idea," says Dr. Sun, "is to develop this port as large as New York in a reasonable limit of time." He goes on to say:—

"The need of such a port in this part of China goes without saying. For the provinces of Chihli, Shanai, Western Shantung, Northern Honan, a part of Fengtien and the greater part of Shanai and Kansu with a population of about 100 millions are lacking a sea port of this kind. Mongolia and Sinkiang as well as the rich coal and iron fields of Shanai will also have to depend on the Chihli coast as their only outlet to the sea. And the millions of congested population of the coast and the Yangtze valley need an entrance to the virgin soil of the Mongolian prairie and the Tien-shan valley. The port will be the shortest doorway and the cheapest passage to these regions."

Plans and estimates for the construction of the harbour and the building of a city are left to the "experts."

CHINA-CAPITOWN RAILWAY.

The proposed north-western railway system (scheme II.) begins at the great northern port and will follow the Luan Valley to the prairie city of Dolonor, a distance of 600 miles. Thence lines are to radiate to Maho (the gold district on the right bank of the Amur river), 800 miles; to the frontier, to join the Trans-Siberian line at Chita, 600 miles; a trunk line to Urumchi, 1,000 miles; a line westward from Urumchi to Ili, about 400 miles; then a line from Urumchi south-east across the Tien-shan gap into the Ili basin, then turning south-west running along the fertile zone between the southern watershed of the Tien-shan and the northern edge of the Darim Desert, to Kuching, and thence turning south-east to another fertile zone between the eastern watershed of the Pamir, the northern watershed of the Kuenlun Mountain and the southern edge of the Darim Desert, to the city of Iden or Keria, a distance of about one thousand two hundred miles all on level land. Sixth, a branch from the Dolonor-Urumchi trunk line, which Dr. Sun calls Junction A, to Urga, and thence to the frontier city Kiachta, a distance of about 350 miles. Seventh, a branch from Junction B to Uliassutai and beyond N.N.W. up to the frontier, a distance of about 800 miles; and lastly a branch line from Junction C to the frontier, about 450 miles.

In his vision of railway development on this gigantic scale, Dr. Sun sees his proposed branch from Ili linking up with the future Indo-European line; and through Bagdad, Damascus and Cairo it will link up also with the future African system. Then there will be a through route from our projected port to Cape Town. There is no existing railway commanding such a world important position as this.

## MR. JUSTICE SANKEY.

In the House of Commons, on August 5th, Sir R. Cooper asked the Prime Minister if Mr. Justice Sankey, before his elevation to the bench, held the position of standing counsel to the Miners' Federation; and was this fact brought to his notice when he asked Mr. Justice Sankey to preside over the recent Coal Commission.

Mr. Bonar Law: I am not aware that matters worse, and now conflict that Labour would realise this. The President uttered a warning that no complete immediate remedy could be found while the country was neither at war nor peace. "Politically, socially, and economically the world was on the operating table, and it had not been possible to administer any anaesthetic. The world must pay for the vast wreckage of war, and accept the results of food fields being turned into battle grounds, and Europe must be helped to regain its normal state."

## DEVOLUTION PROPOSALS.

## MAJOR ASTOR AND SOVIETS.

Major Waldorf Astor, M.P., Under-Secretary to the Health Ministry, presiding at a conference on local government at the summer meeting of University Extension students, held at Oxford on August 25th, pointed out that at the present moment the Central Government was grossly overburdened. The system of Standing Committees might be necessary, as a temporary expedient, but it was not the sort of permanent addition to the legislative machinery that one should contemplate. Unless they reconstituted their central machinery by some form of legislative devolution, he did not see how they could possibly hope to maintain the credit of Parliamentary government.

When they talked of local government they had to recognise the real solution. The big change which they had to look forward to in the near future was the establishment of national Parliaments for England, Wales, Scotland and Ireland, which would deal with such services as were delegated to them, and not interfere with such services as Parliament might consider it should keep in its own hands. He did not believe that what he called Federal Devolution was anti-Unionist. If they wanted democratic government they must have true partnership between the Government and each individual, and the only way was to put real responsibility on every representative body, however small it might be. One of the great problems to be solved was to bring "the man in the street" into closer touch with government, both legislative and administrative. They must not adopt any system of Prussianism in health legislation. (Cheers.) Another experiment was that of co-operation, and yet another form was Soviet government.

As he understood it, Soviet government differed from our system of popular government in the House of Commons in that the people who were elected into a Soviet were not elected by the inhabitants of an area, but were elected by the members of a craft or profession. They did not have a territorial or a vocational representation. It was a very interesting experiment, and they ought to discuss the success or failure of Soviet Government without dragging into their study of it any personal views they might have of Bolshevism or revolution.

It was a new form of government to Gt. Britain up to a point, and only up to a point, because the nearest approach we had to Soviet Government—that was to say, representation not of the people of a particular area, but representation of a profession or class—was the House of Lords. (Laughter.)

He had not come there to discuss temperance, but it seemed to him that the attitude of many towards the drink problem showed that they were in fact not facing facts. It was so easy to say they would not even consider prohibition—he was not a prohibitionist, because if they had it everybody would take to drugs and dope. There might be a few confirmed drunkards who might take to drugs, but he did not believe the average man or woman would do so if they found themselves in a "dry" country. He saw no reason why the Church should not be taking a more active part in solving the drink question. They would never get good local government until they realised that it depended on good citizenship, and that each one should do his bit. (Cheers.)

## PRESIDENT WILSON ON THE COST OF LIVING.

## VICIOUS PRACTICES.

President Wilson, addressing Congress on August 24th, declared that the existing laws were inadequate, and asserted that high prices were, in many cases, created artificially and deliberately by "vicious practices." He recommended that the Food Control Act be extended to operate in peacetime, with substantial penalties for profiteering.

President Wilson appealed for prompt ratification of the Peace Treaty, saying: "There can be no peace as long as the whole American financial and economic system is on a war basis." Demands for increased wages were, he said, justified "if there is no other means enabling men to live."

President Wilson urged legislation requiring that foods released from cold storage should be marked at the prices prevailing when they went into storage, and also that goods in inter-State commerce should be marked at the prices at which they left the producer. Furthermore, the President recommended a federal licensing system which would ensure competitive selling, "to prevent unreasonably profits in methods of marketing." He declared that some methods by which prices were increased were criminal, and those who employed them would be energetically prosecuted.

Urging the ratification of the Peace Treaty, the President said: "While any possibility that the Peace terms may be changed or may be held long in abeyance or not enforced because of divisions of opinion among the Powers associated against Germany, it is idle to look for permanent relief."

Strikes undertaken now only made matters worse, and he was confident that Labour would realise this. The President uttered a warning that no complete immediate remedy could be found while the country was neither at war nor peace.

"Politically, socially, and economically the world was on the operating table, and it had not been possible to administer any anaesthetic. The world must pay for the vast wreckage of war, and accept the results of food fields being turned into battle grounds, and Europe must be helped to regain its normal state."

Mr. Bonar Law: No. I think it is in the public interest that the members of this House should do their best not to spread but to crush them.



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Hongkong.



## RIGHT TO PROPOSE DEMANDED FOR WOMEN. EQUALITY IN OTHER MATTERS. WHY NOT IN THIS?

Among the last rights of women to be fought is the right to propose, says the *London Mail*.

It is the inevitable consequence of the vote and of the war. The position of women with regard to marriage has entirely changed, and the sooner it is recognized the better. Up till now nice women have properly not proposed, because it meant virtually: "Will you keep me?"

Now that a woman can be as independent as a man she need have no scruples on that score.

In every other direction the position of men and women, with regard to marriage, is equal. It is quite ridiculous, that it should be an honourable thing in a man to love a woman who does not return his affection, and yet be a disgrace to a woman to love a man who does not love her. A proposal from the man clears the air, and it should be the same with one from the woman.

In the present condition of things a woman often wastes the best years of her life on a hope. It would be much better if she could say in the beginning: "I like you, and if you like me as much as I like you, let us spend our lives together." It would be quite simple for the man to reply: "I am sorry, I like you, but I do not feel like going into partnership."

The woman would then put him out of her mind and go about her business. Broken hearts heal in time, and it is possible that hearts would never get beyond the wounded stage if this plan were adopted.

There is a serious reason why it should be adopted. Some badly wounded men are feeling much as if they had changed places with the women. They do not have to say: "Will you keep me?" when they propose, but what to them is almost as bad: "Will you keep yourself?"

It would be a great relief to many a crippled man in love if proposals were taken out of men's hands.

In the present circumstances no new girl could bring herself to propose, however willing she is to keep herself, however much she loves the man.

There is no need to fear that the new right would give added license to the other kind of girl. She proposes now, although not in so many words.

## ADMISSIBILITY OF A WIFE'S EVIDENCE.

A point of some importance arose in a case tried at the Central Criminal Court recently. The prisoner was indicted for sending a letter to his wife threatening to murder her. The wife was asked to give evidence, and the question arose whether she was a competent witness. She would, of course, have been a competent witness for the defence, and by the Criminal Evidence Act, 1898, s. 4, she could be called as a witness either for the prosecution or the defence and without the consent of the person charged upon certain charges enumerated in the schedule of the Act, of which sending a letter threatening to murder is not one. In cases of bigamy, also, the wife is by Statute a competent witness for the Crown. At common law, as a general rule, the husband or wife of a defendant is not a competent witness for the Crown against such defendant, but this rule is subject to exceptions in cases of high treason, forcible abduction and marriage, and personal injury to the wife or vice versa. The common law doctrine does not appear, however, to have been extended to threats of personal injury. It was argued that a threat to do personal injury might in certain circumstances, if the person threatened were frightened, be a technical assault, and therefore, come within the definition of "personal injury." Mr. Justice Avey, who tried the case decided to admit the evidence, pointing out that, whatever the law might be, much of the time of police magistrates was occupied in the hearing of such cases. The defendant was convicted, and possibly the case will be carried to the Court of Criminal Appeal, in which event we may get a definite ruling on the subject.

## AMERICAN REFORM.

### NAVAL FULL DRESS ABOLISHED.

Mr. Daniels, Secretary of the U.S. Navy, whose zeal for innovations caused him to abolish the historic terms "port" and "starboard" in the United States Navy, has now evolved an order banishing cocked hats, epaulettes, and full dress uniforms from the decks of American warships.

The result of the new ordinance will be to reduce naval officers' wardrobes from 12 to four uniforms. Among others, the special full dress which is stated to have been originally introduced, to do honour to visiting Royal personages will disappear, so will evening full dress and mess dress, leaving only undress, white, and blue service uniforms and evening dress.

Mr. Daniels states that his order is the result of his experience during the war, when ordinary service dress was found suitable for such a large variety of occasions that no reason remained for the retention of so many others. Besides, the elimination of many costly articles of equipment would aid struggling naval officers to meet the high cost of living as well as increase the ease of travelling from one station to another. It is calculated that the order will save each midshipman, who has just graduated from Annapolis Naval Academy, over £100.

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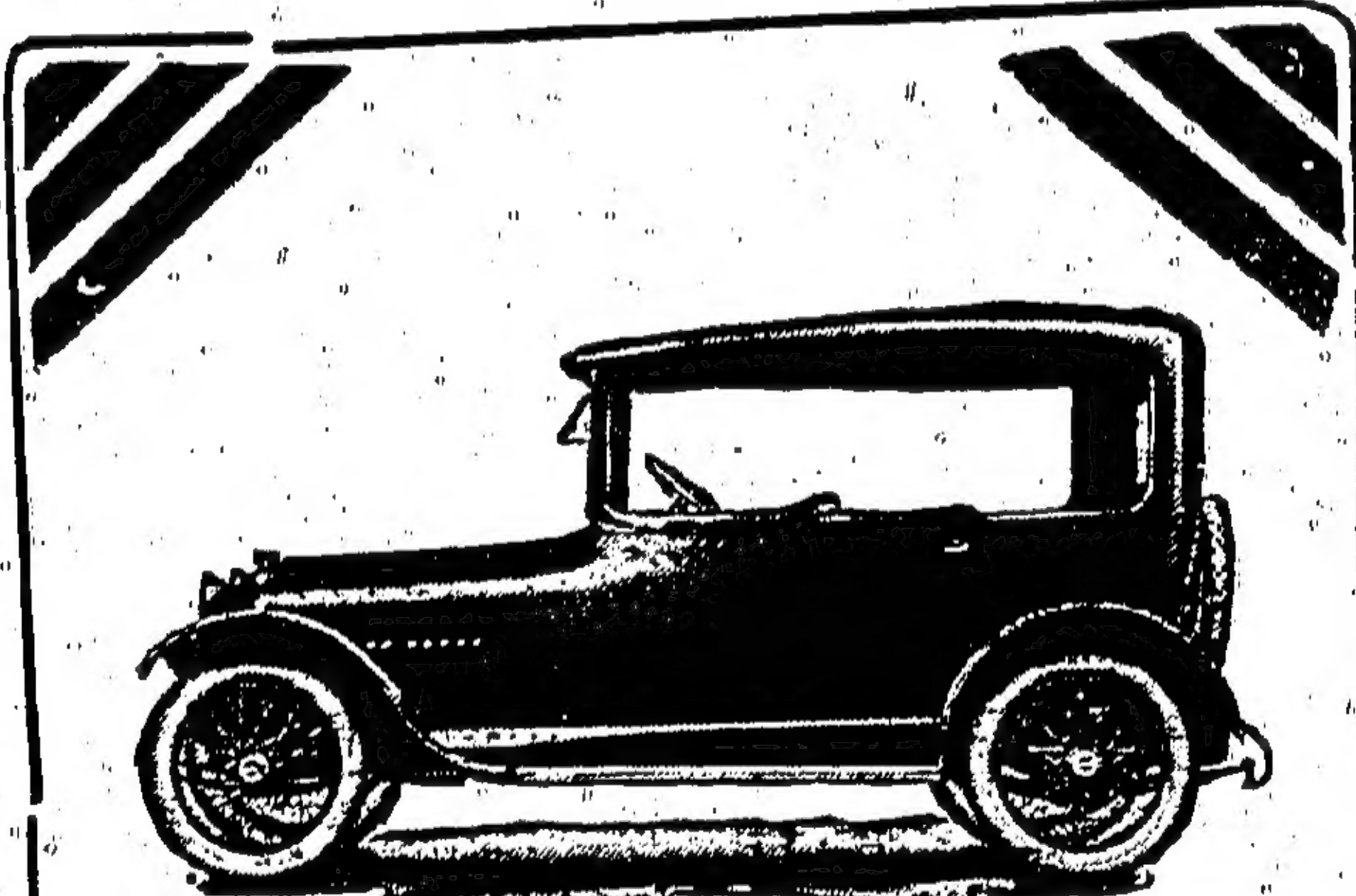
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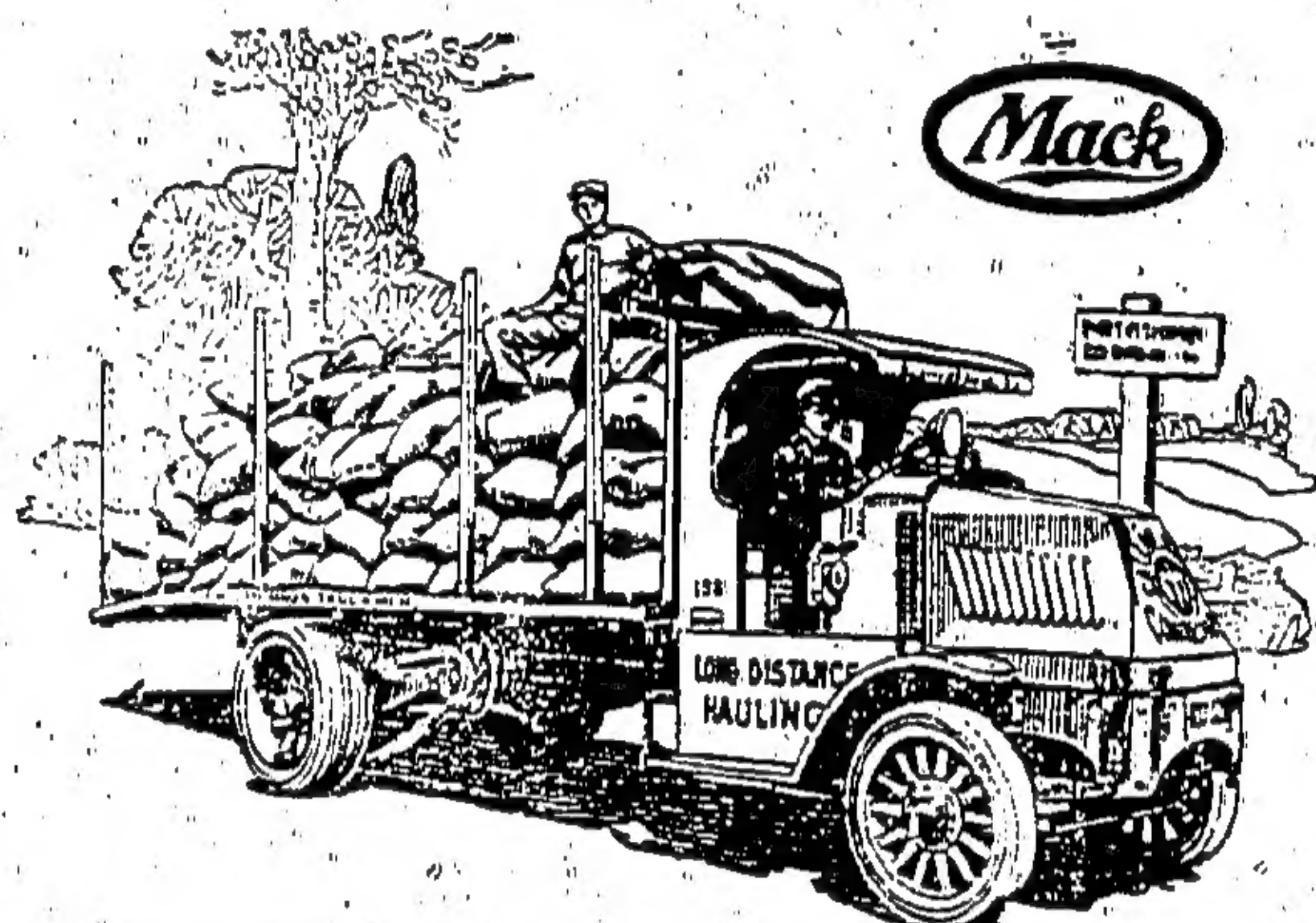
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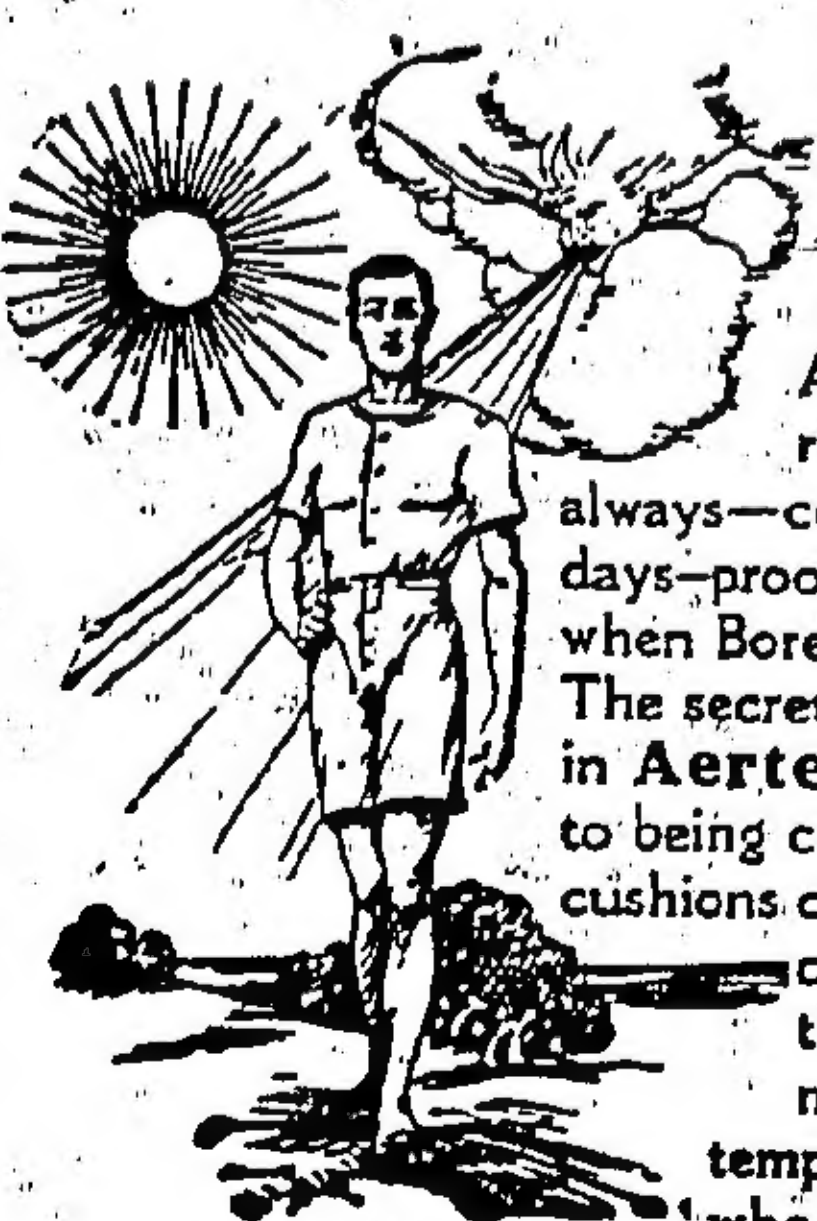
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## LABOUR IN ITS RELATION TO INDUSTRY.

### FAIRER DIVISION BETWEEN CAPITAL AND LABOUR DESIRED.

At the Summer Convention of the Industrial League, at Birmingham, on August 13th, a letter was read from Mr. George Barnes, M.P., Labour member of the War Cabinet, in which he said: "Please be assured of my constant support of your movement, which, it seems to me, is increasingly important. Extremists just now may run Labour, in its present enfeebled condition, on to the rocks, although I am glad to note the most recent indications are that common-sense is once more beginning to take control. But what we want is growing co-operation and goodwill among all who would do their bit towards getting post-war prosperity. That depends upon co-operation between the different classes connected with the increased production of goods which is so necessary to bring prices down and get us peace in the industrial world."

Mr. J. R. Clynes, M.P., president of the General Workers' Union, gave an address on Labour in its relation to Industry. He said the relation of Labour to Industry was that there could be no industry without Labour. But that was also the relation of Capital to Industry. Capitalists in our present-day system had their place, and many of them worked hard and long. Their contribution in ability, brain, foresight, investigation, and experiment was enormous. But the reward to some capitalists was out of proportion to the service they gave when that reward was compared with the reward of the workers. This he believed to be a disturbing fact to which many of our industrial troubles could be traced. There was no one remedy for industrial troubles. The causes were many, and the cure would have to be attempted by several lines of effort. A great deal of the Labour unrest sprang from a natural and growing desire on the part of the wage-earner to find a more effective place than he held before in our industrial system. Self-determination was a term which was now better understood, and had world-wide significance. It was a term which might accurately be applied to the outlook of a large number of workers who were ambitious to settle for themselves the conditions of labour which surrounded them, or if not that, at least to secure some share in the authority which determined questions like hours of work, conditions of service, control of overtime rates, and systems of piecework, changes in machinery or methods of production, together with all the other workshop "questions" which lie outside the larger sphere of Labour policy. The effects of the great world-war upon the mind of Labour had been perhaps greater than upon any other class of the community.

The sooner both employers and employees recognised that they should jointly exploit industry for the benefit not of one side but of both sides the better it would be for both. We could not hope to keep our place in the markets of the world as a great manufacturing and exporting country by encouraging any system of under-production. The workers could make no more grave mistake than to encourage under-production. Scarcity of commodities was the opportunity of the profiteer. Scarcity might cause some little inconvenience to the rich, but it could cause real and continued privation to the masses of people whose purchasing power was limited. Scarcity of production could be punished by the withholding of workmen who deliberately restricted output, or who failed to accept any form of industrial development which could make their labour more productive, were punishing themselves and their class without knowing it. If profiteering was conscious suffering, can any man be ignorant as to what deprived many people of their real needs?

### STATE OBLIGATIONS.

"Expectations in the country have been raised," said Mr. Clynes. "New and great State obligations have been accepted by the Government. Changes deep and abiding and destined completely to transform several of the economic conditions upon which industrial service in the country has been carried on have all been talked of in the terms of the new duties which new national life require us to observe. If we fail, the people's faith in the progress which has been promised will fade into distrust, and a lost confidence will be added to so many of the other losses which the years of the war have thrown upon the shoulders of the people. Not only the Government, but all of us, have the greatest opportunity presented to us in modern times, and unless we give a ready and sincere sanction to proposals for genuine reconstruction and industrial peace, it will strengthen the hands of those who appeal to force and who would destroy our representative institutions. I rely upon the statesmanship of Labour, which is now being tested, and upon the common sense of the people." (Cheers.)

Mr. Isaac London Printing Trades said the Labour movement was now divided into two sections. Those who believed in extreme action and those who believed in constitutional action. The latter looked upon Mr. Clynes as their leader.

Mr. J. E. Clynes, replying to discussion, said the strike weapon should be used only when other means of settlement had been exhausted, as it involved so many losses to workers themselves. He urged workers to use their voting powers at all elections, not in the narrow sense of class, but in the interests of the commonwealth.

### A GERMAN EXAMPLE.

In the House of Commons, recently, Mr. G. Balfour asked the President of the Board of Trade whether the centralised trade unions of Germany had instructed their members to work eleven hours per day at pre-war rates of pay. Mr. Wardle: No confirmation of the report implied in the question has so far been discovered by my department in the German papers, although they do indicate that responsible leaders of organised labour in Germany are most active in inculcating intensive work as the only means of restoring Germany's vitality. (Cheers.)

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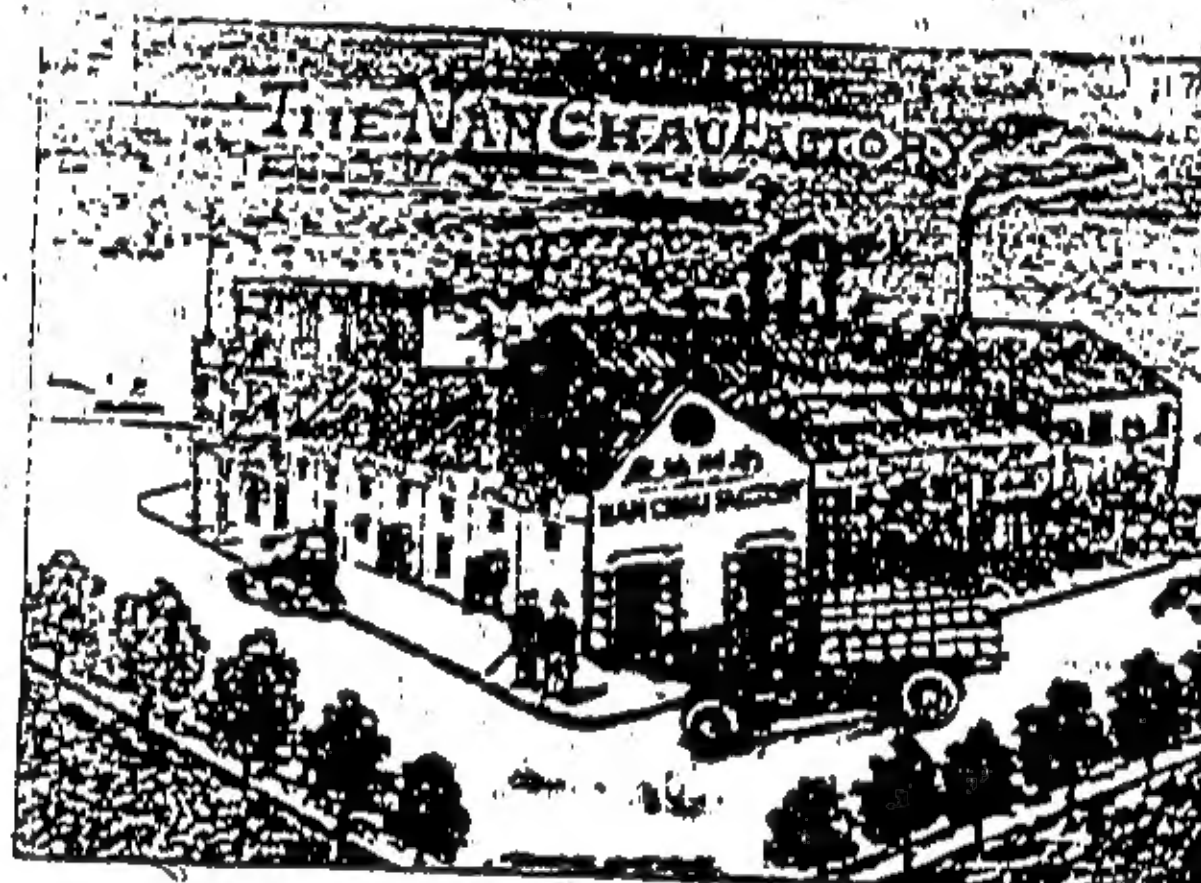
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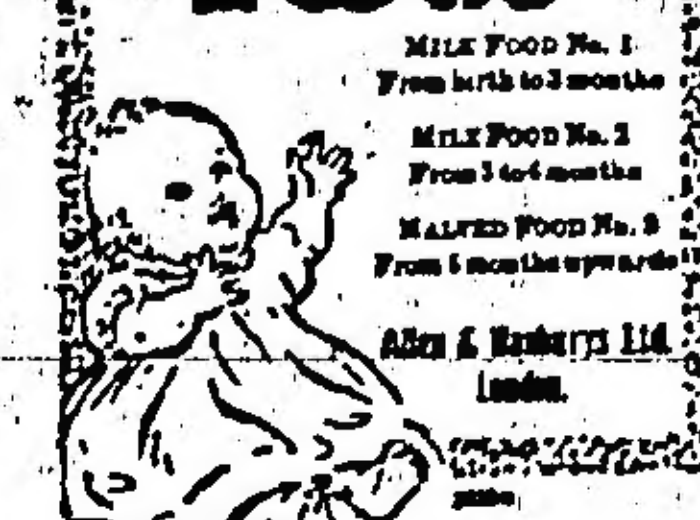


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MANILA, CEBU & ILOILO	"TAMING"	On 30th Sept. 3 P.M.
SHANGHAI	"SINKIANG"	On 2nd Oct. Noon.

SHANGHAI LINE—PASSENGERS & MAILS and CARGO. Excellent Saloon accommodation. Ample Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow. For Freight or Passage apply to—  
BUTTERFIELD & SWIRE, Agents.

TELEPHONE 38

**DOUGLAS STEAMSHIP CO., LTD.****HONGKONG AND SOUTH CHINA COAST PORT SERVICE.**

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

**SWATOW, AMOY AND FOOCHOW  
AND RETURN.**

(Occupying 8 to 10 Days.)

"HAIHONG"	Capt. J. W. Evans	FRIDAY,	28th Sept. at 1 P.M.
"HAIHAN"	Capt. A. H. Stewart	TUESDAY,	30th Sept. at 1 P.M.
"QUINERBAUG"	Capt. J. Medina	FRIDAY,	3rd Oct. at 1 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,  
General Manager.

**PACIFIC MAIL S.S. CO.****U.S. MAIL LINE.**

OPERATING THE NEW, FIRST-CLASS STEAMERS

"EQUADOR," "VENEZUELA" AND "COLOMBIA,"

HONGKONG TO SAN FRANCISCO,

VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.

THE SUNSHINE BELT.

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE

SAILINGS FROM HONGKONG at Noon.

S.S. "EQUADOR"	Oct. 8th, 1919.
S.S. "COLOMBIA"	Nov. 5th, 1919.
S.S. "VENEZUELA"	Dec. 2nd, 1919.

These Steamers have the most modern equipment, including Overhead Electric Fans and Electric Lighting. ALL LOWER BERTHS and large comfortable state-rooms (all single and two berth only).

The Safety and Comfort of Passengers is our first consideration.

Special care is given to the Cuisine, and the attendance on passengers cannot be surpassed.

Tickets are interchangeable with the TOYO KISEN KAISHA and the OCEANIC PACIFIC COAST SERVICES, LTD.

For further information rates, literature, schedules, etc., apply to

Telephone 41 COMPANY'S OFFICE in Alexander Buildings, Chater Road.

**P. & O. - BRITISH INDIA  
& AFRIKA LINES**

(COMPANIES incorporated in ENGLAND.)

**MAIL AND PASSENGER SERVICES**

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, RED SEA, EGYPT, EUROPE, &c.

**SAILINGS FOR  
MARSEILLES AND LONDON.**

Steamer	Leave Hongkong about	Due at MARSEILLES about	Due at LONDON about
KHIVA	1st November	3rd Dec.	12th Dec.
NOVARA	9th Nov.	11th Dec.	20th Dec.

**FOR  
BOMBAY VIA STRAITS & COLOMBO.**

Steamer	Leave Hongkong about	Due BOMBAY about
DILWARA	7th Oct.	25th Oct.

**FOR  
CALCUTTA VIA STRAITS & RANGOON.**

S.S.	Leave Hongkong (about)	Due CALCUTTA about
ITOLA	28th Sept., 1 P.M.	21st Oct.

**SHANGHAI, MOJI, KOBE AND  
YOKOHAMA.**

S.S.	Leave Hongkong about	Due YOKOHAMA about
KHIVA	30th Sept.	14th Oct.
NOVARA	10th Oct.	24th Oct.
GREGORY APCAR	17th Oct.	28th Oct. (Kobe)

Tickets Interchangeable.  
P. & O. Australian tickets interchangeable with New Zealand Shipping Company (via Panama) or by Orient Line or by British India Company.  
1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

WIRELESS TELEGRAPHY. FITTED ON ALL STEAMERS.  
All Cabins are fitted with Electric Fans free of charge.  
Steamers and Sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.  
Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.  
Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godown.  
For Further Information, Passage Fare, Freight, Handbooks, etc., apply to  
MAACKINNON, MAACKENZIE & CO.,  
22, Des Voeux Road Central, HONGKONG.  
Agents.

**N. Y. K.  
NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Shanghai & Japan ports.  
Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

KATORI MARU	Tuesday, 14th Oct., at 11 a.m.
SUWA MARU (omitting Manila)	Saturday, 1st Nov., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said and Marseilles.

ATSUTA MARU	Friday, 3rd Oct., at Noon.
SHIDZUKA MARU	Friday, 17th Oct., at Noon.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU	Wednesday, 22nd Oct., at 11 a.m.
AKI MARU	Wednesday, 13th November.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, SAN Francisco, Panama & Colon.

SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.

SHINRYU MARU	Thursday, 9th October.
TENSHIN MARU	End of October.

CALCUTTA & RANGOON via Singapore & Penang.

TSURUGA MARU	Thursday, 2nd October.
YAMAGATA MARU	Friday, 24th October.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU	Saturday, 18th Oct., at 11 a.m.
TANGO MARU	Saturday, 22nd Nov., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

KAIPUKU MARU (omitting Shanghai)	Monday, 23rd September.
TENSHIN MARU	Monday, 23rd September.
YOKOHAMA MARU	Thursday, 2nd Oct., at 11 a.m.
HOSEI MARU (omitting Shanghai)	Friday, 3rd October.

EXTRA SERVICES (Marseilles, Liverpool, Antwerp, etc.)

TSUYAMA MARU (Marseilles & Liverpool)	Thursday, 2nd Oct.
WAKASA MARU (London, Antwerp & Rotterdam)	Thursday, 9th October.
DELAGGA MARU (London, Antwerp & Rotterdam)	Middle of October.
TOYOOKA MARU (Marseilles & Liverpool)	End of October.

For further information apply to—NIPPON YUSEN KAISHA.  
Telephone Nos. 292 & 293 S. YASUDA, Manager

**TOYO KISEN KAISHA.****SAN FRANCISCO LINE.**

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamers	Tons	Leave Hongkong
* NIPPON MARU	11,000	Sept. 25th.
* TENYO MARU	23,000	Oct. 2nd.
SIBERIA MARU	20,000	Oct. 10th. (from Kobe)
SHINYO MARU	23,000	Oct. 28th.
PERSIA MARU	9,000	Nov. 10th.
KOREA MARU	20,000	Nov. 24th.

\* omitting call at Shanghai

**SOUTH AMERICAN LINE.**

HONGKONG TO VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA, CALLAO, ARICA, AND IQUIQUE.

THENCE BY TRANS-ANDIAN ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
SEIYO MARU	14,000	Nov. 4th.
KIYO MARU	17,300	Jan. 9th, 1920.

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co.  
Passengers may travel by Rail between Ports of Call in Japan free of charge.  
For full information as to rates, sailings, etc., apply to—  
T. DAIGO, Manager, King's Building.

Telephone 2274 and 2275.

**MESSAGERIES MARITIMES.****FRENCH MAIL LINES.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION STEAMER & DISPLACEMENT SAILING DATE.

SHANGHAI, KOBE & YOKOHAMA "PAUL LECOQ" 22,000 On or about 25th Sept.

"SPHINX" 20,000 On or about 25th Oct.

MARSEILLES via HAIPHONG, SAIGON, SINGAPORE, COLOMBO, DUBOUI, SUEZ, PORT SAID "PORTHOS" 20,000 On or about 2nd Oct.

"BATAVIA" 20,000 On or about 10th Oct.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

J. TOURNET, Acting Agent, Queen's Building, Telephone 740.

**O. S. K.  
OSAKA SHOSHEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

"ALASKA MARU" 28th September.

"CELEBES MARU" Monday, 20th October.

GENOA—Monthly service: Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamer.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

"SEATTLE MARU" Middle of November.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.

"SIAM MARU" Tuesday, 3rd September.

"MITSUKI MARU" Friday, 3rd October.

SAIGON, BANGKOK, SINGAPORE—Regular Monthly service.

"UNNAN MARU" Wednesday, 1st October.

SYDNEY, MELBOURNE—Monthly service calling at AUCLAND, N. Z. and ADELAIDE.

"LUZON MARU" Beginning October.

VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago, Milwaukee & St. Paul Railway.

"CHICAGO MARU" Tuesday, 30th September.

"MANILA MARU" Wednesday, 15th October.

JAPAN PORTS—Moj, Kobe, Yokkaichi, Yokohama.

"INDUS MARU" Monday, 29th September.

KEELUNG, TAKAO via SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

For TAKAO via SWATOW and AMOY.

"SOSHU MARU" Thursday, 8th Oct., at 2 A.M.

For KEELUNG via SWATOW and AMOY.

"HOTON MARU" Sunday, 28th Sept., at Noon

For sailing dates and further particulars please apply to—  
Y. YASUDA, Manager, No. 1, Queen's Building.

Tel. No. 744 and 745.

**CHINA MAIL S.S. CO., LTD.**

FRIGHT AND PASSENGERS

"NANKING" "CHINA" "NILE"

15,000 tons, 10,200 tons, 11,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU

"NANKING" "CHINA" "NILE"

Nov. 1st, Nov. 22nd, Oct. 1st.

An unsurpassed high-class passenger service.

O. H. RITTER, Freight and Passenger Agent, Ice House Street, Tel. 1942.



